



# **Project Road-Safe** **Newsletter** 04-01-06

## **Workplace Traffic Safety**

*This is Road-Safe Workplace, an electronic newsletter about workplace traffic safety from the Vermont Department of Labor because the number one cause of death and injury in the workplace are traffic crashes. Road-Safe Workplace has been created to distribute statistics, facts, and other materials to help employers create, maintain and improve their workplace traffic safety programs. Please use this information in your company newsletters, bulletin boards, or employee e-mail memos. Your thoughts and comments are always welcome. However, if you do not wish to receive Road-Safe Workplace, please reply with the word "unsubscribe" in the subject line.*



### **Vermont DMV Participating in FMCSA New Entrant Program**

For the past three years the Commercial Vehicle Enforcement Unit of the Vermont Department of Motor Vehicles has been participating in the Federal Motor Carrier Safety Administration's (FMCSA) New Entrant Program. The purpose of the program is to determine the safety fitness of motor carriers, assign safety ratings and to direct motor carriers to take remedial action when required. The program also prohibits motor carriers who receive an "unsatisfactory" rating from operating a commercial motor vehicle. The safety assurance program is focused on new entrant motor carriers initially seeking to register with FMCSA to conduct interstate operations. The criteria also outlines the consequences if the new entrant fails to maintain adequate basic safety management controls. The program applies to all motor carriers who are engaged in interstate commerce except non-business private passenger-carrying motor carriers.

The Commercial Vehicle Enforcement Unit has been responsible for reviewing all new Vermont-based carriers who have received U.S. DOT numbers within an 18-month period. Currently, Vermont has 272 New Entrant carriers and averages about 15 new carriers per month. The Vermont program has one CVE inspector responsible for conducting Safety Audits of Vermont-based New Entrants. DMV has three additional CVE inspectors who will attend the next New England Safety Auditor training. Once that training is completed the inspectors will conduct Vermont-based Safety Audits.

The DMV inspectors are available to talk with carriers about specific size, weight and motor carrier regulations and they are available to conduct short driver training sessions where applicable.

More information is available from the DMV Commercial Vehicle Enforcement Unit: 802-828-2078.

## Large Truck Fatality & Injury Rates Lowest On Record

The large truck fatality and injury rates for 2004 are both the lowest on record according to the Federal Motor Carrier Safety Administration. FMCSA said, based on data from the National Highway Traffic Safety Administration, the large truck fatality rate for 2004 was 2.29 fatalities per 100 million vehicle miles traveled. This compares to 2.31 fatalities/100 million vehicles miles traveled in 2003, and 5.51 fatalities/100 million vehicle miles traveled 30 years ago. The large truck injury rate followed the same trend with an estimated 51.3 injuries per 100 million vehicle miles traveled in 2004. In 2003, the large truck injury rate was 56/100 million vehicle miles traveled. Less than 20 years ago that rate was an astounding 94.4 injuries per million vehicle miles traveled. The decline in large truck fatality and injury rates can be attributed to conscious efforts by inter-state carriers to implement and promote effective workplace traffic safety programs.

## New Safety Standard can Aid in Preventing Roadway Crashes

Businesses of all sizes can use the new American National Standards Institute (ANSI) Z15.1 *Safe Practices for Motor Vehicle Operations* to help reduce roadway crashes and the high costs associated with them. The ASSE recently announced the newly approved Z15.1 standard, which provides guidelines for developing a motor vehicle safety program for employers with one vehicle or a fleet of hundreds. The standard provides organizations with the minimum requirements for developing driver safety policies and procedures. For more information, visit [www.asse.org](http://www.asse.org) and click on Newsroom for an ASSE announcement about this standard.

## Five Factors Most Frequently Associated with Traffic Crashes

### 1) Inattention

- \* A review of cash data reveals that 37% of drivers made no pre-crash response – “I never saw it coming.”
- \* The likelihood that a driver will be aware of and take action to avoid an imminent traffic crash decreases with age.

### 2) Speeding

### 3) Driving While Impaired

### 4) Disregard of Traffic Control Devices (stop signs and red lights)

- \* Research conducted by the Federal Highway Administration shows on average, for all intersections controlled by stop signs, 67% of ALL drivers fail to come to a complete stop.
- \* On intersecting two-lane roadways controlled by stop signs, on average 90% of drivers fail to come to a complete stop.

### 5) Failure to Yield Right of Way

## Perceptions of Risk and Control

During a recent study, drivers were asked their perception of risks while driving a motor vehicle. Their responses indicate a very strong feeling that drivers feel it is the “other guy” who seems to have all the problems. Here are some of the findings.

- Driving a motor vehicle is a high-risk activity, however most drivers view it as a rather low risk activity.
- Unless driving is perceived as a high-risk activity, it is difficult to motivate a change in behavior.
  - a) Most drivers perceive driving as a low-risk activity.
  - b) Only one driver out of ten (10%) has a realistic perception of their chances of being involved in a traffic crash during a given year.

- The majority of drivers (82.6%) feel they have a lot of control in preventing collisions. Therefore, they do not see themselves at great risk nor take safety precautions.
- Drivers who perceive driving to be a high-risk activity are more likely to believe that fault could lie with themselves (6.3%) or another driver (58.8%) than an external condition or bad luck.

### Promoting On The Job Health and Safety: NAOSH Week

The first week in May is North American Occupational Safety and Health (NAOSH) Week. Sponsored by the American Society of Safety Engineers (ASSE), NAOSH week promotes workplace safety throughout the year. NAOSH Week educates employees, employers and the general public on ways to prevent injuries and illnesses in the workplace. The week's activities are also designed to raise awareness that every day millions of people go to work and return home safely due in large part, to the efforts of occupational safety, health and environmental practitioners. With one quarter of all workplace fatalities the result of a motor vehicle crash, these incidents are the leading cause of death on the job.

Work-related traffic crashes do not just involve professional drivers, but are the leading cause of death for workers in clerical and professional specialty jobs, and the leading cause of occupational death for executives, sales workers, and technicians. They involve employees who drive company owned-vehicles, as well as those employees who use their personal vehicle for work-related purposes.

Project Road-Safe joins the national Network of Employers for Traffic Safety in encouraging employers in Vermont and across the country to help spread a life-saving message by delivering safe driving messages at their place of business during NAOSH week. To download NAOSH week materials visit [www.asse.org/naosh06](http://www.asse.org/naosh06). Visitors can also download the "What in the world is NAOSH Week?"

### Employer Guidebook to Reduce Traffic Crashes

The Occupational Safety and Health Administration (OSHA), National Highway Traffic Safety Administration (NHTSA), and Network of Employers for Traffic Safety (NETS) have joined forces to create the 32-page ***Guidelines for Employers to Reduce Motor Vehicle Crashes***, featuring a 10-step program outlining what an employer can do to improve traffic safety performance and minimize the risk of motor vehicle crashes. The document includes success stories from employers who have benefited from effective driver safety programs, including Pike Industries with operations in Vermont.

The booklet is available to employers from: [njames@labor.state.vt.us](mailto:njames@labor.state.vt.us). Ask for the *Guidelines for Employers to Reduce Motor Vehicle Crashes*. The booklet will be sent in the mail, so be sure to include your mailing address.

***Remember: Inattention, speed, driving while impaired, disregard for stop signs and traffic lights, and failure to yield the right of way are the major causes of crashes on our highways.***



**REMEMBER -- BUCKLE YOUR SEATBELT  
EVERY TIME!**